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AROUND THE LAKES.

CLEVELAND.

Schooner John O'Neill was chartered Chicago to Buffalo, wheat at 3½c.

Captain Wm. Chamberlain has arrived to fit out the Jim Sheriffs.

Mr. Merrick has sold the schooner Monticello to Mr. Truman Moore, of Lorain, for $4,500.

A gentleman who came down from Buffalo on Sunday reports the lake covered with ice from Buffalo to Ashtabula.

Mr. John Tomlinson, last season chief engineer of the steamer Raleigh, is to fill the same position on the steamer Cormorant.

The steamer Siberia is to leave Port Huron Saturday of this week for Buffalo with wheat. She will call at Cleveland for fuel.

The Columbia, Captain Peterson, got steam up yesterday to test the compound machinery put in by the Globe Iron Works this winter. The trial was very satisfactory.

Captain George L. DeWolf, late of the steamer W. L. Wetmore, has been appointed local inspector of hulls, for the district of Cleveland. He takes possession of his office in a day or so.

Sales recorded since our last report at the Cleveland office are ⅛ of schooner Kingfisher, E. E. Stover to A. S. Pierson for $1,750; and 1-16 of propeller Siberia, John H. Bartow to George Berryman for $5,300.

Captain John Brown, a veteran navigator, has received his appointment as captain of the new Main street bridge. The bridge is drawing near completion, the approaches finished and the machinery will soon be in position.

John Thomson, steam fitter, 95 River Docks, who has been confined to his house the last few weeks by severe illness, is getting somewhat better. His business, however, is being attended to by Mr. Mead, who will pay prompt attention to all orders.

The schooner Edward Kelly is in Globe drydock for a new center board box and pocket piece, a new anchor stock, new timber head, new fore castle deck, buts calked, and other minor repairs. Tug Record is in dock for a new wheel. The propeller Republic will occupy the drydock to-morrow.

Captain George Judson, at this writing, is very low and helpless. He can not open his eyes on account of loss of power over the muscles. His nurse raises his eyelids so that he may see. Hopes are not entertained of his recovery.

The life saving crew at this port has been placed under orders and is composed of the following: Captain C. C. Goodwin; L. Distel, J. L. Everleigh, Joseph Rice, August Bender, Wm. Goodwin, Frank Lever. The station will be opened to-day.

Captain J. W. Brett, many years agent at this port of popular lines of steamers, has retired from active business, and James D. Farasey succeeds him as agent at the same office for Ward's Lake Superior line, Lackawanna, Green Bay line, and Saginaw Transportation Company. The Sanilac is expected to arrive down from Detroit tomorrow.

Judge Welker, of the admiralty court in this city, upon the final adjournment of the present February term of the court, which will be on April 5th, will leave for the south on a vacation of a few weeks. His place upon the bench will be occupied until the 25th of April by Judge Eli S. Hammond, district judge of the United States, for the western district of Tennessee, who resides at Memphis.

Judge Welker, of the admiralty court in this city, has recently rendered two decisions of interest to marine men generally, and at this port. In the case of the petition of John W. Moore and others for limitation of liability as owners of the steambarge H. B. Tuttle, upon a claim made by the Silver Islet Consolidated Mining & Lands Company, that their mines were damaged in the sum of $80,000 because of the non-delivery of a cargo of coal during the season of 1883, and also for a shortage on the cargo of about one hundred tons, the decision was against the former and in favor of the latter claim. In the case of Wm. T. Baker and other owners of the schooner R. B. Hayes against the tug Thomas Quayle, which it will be remembered was brought to recover damages in consequence of the grounding of the Hayes on the Middle Ground off Point au Pellee in November, 1884, the decision was in favor of the Hayes and finding the tug at fault. Both cases have been referred to a commissioner to ascertain the amounts for which final decrees shall be rendered. Both cases will probably be appealed.

Mr. L. L. Ordner will, as soon as navigation opens, again be found at his old stand at Main street bridge ready to furnish fresh country milk to all vessels entering or leaving port. Mr. Ordner is prompt to act on order and guarantees to satisfy all customers

MILWAUKEE.

Special to the Marine Record.

At the Milwaukee Shipyard Company's a new steambarge was launched on Saturday the 20th, and named the "Josephine," She is 177 feet over all, 31½ feet beam, 12 feet 9 inches depth of hold. Her engine, by Trout, of the King Iron Works, Buffalo, is a steeple compound, 20 and 36 by 36 and her boiler of 7-16 steel 8 feet diameter, 15 feet long, by R. Davis, of Milwaukee. She is a handsome barge and is very strongly and well built and is owned by G. D. Norris & Company, George C. Markham, John B. Merrill, Frank Keating, John Fitzgerald, and Captain Albert Gibbs. Gibbs will command her, and this season she will convey iron ore from Escanaba to St. Joseph. She has an iron band 7 inches by ½ inch running all around her at the head of her frames, and an iron band 4 inches by one-half an inch running diagonally from the band forward of the boiler to abaft the engine. She has very heavy keelsons and extra floor keelsons, and is very strongly bolted and fastened. She has very heavy deck frames, supported by hold stanchions, iron strapped over each beam, and is thoroughly kneed off with heavy tamarack knees. She is supplied with a Trout wheel and an American Ship Company's windlas. She will carry three spars.

The Company have commenced building a steambarge 205 feet keel, 34 feet beam 14 1-2 feet depth of hold, for the Milwaukee Tug Line Company. The Detroit Drydock Company will build her engine which will be a fore and aft compound, 22 by 40 and 40 by 40, and a steel boiler 9 1-2 feet diameter, 16 feet long. She is to be completed by September next.

The Company are giving the schooner Mercury, Captain Louis Sterling, new plank sheer, stanchions, stringers, bulwarks, and rails all around, new quick work aft and new pawl posts. The schooner Schuylkill is on their drydock for recalking.

At Wolf & Davidson's shipyard the new steambarge building for Messrs. Pardee & Cook and Captain Carter, who will command her, is getting on well toward completion, all outside plank being on, deck frames in, and decks being laid. The machinery will be put in place by the 10th of April and she will be launched soon after that date.

The steambarge Colin Campbell, Captain John Cochrane, will have a new steel boiler 8 by 15 with steam dome 3 feet 8 inches by 6 feet. Her engine is being overhauled and repaired and she is getting new keelsons under boiler, new engine room, upper deck and cabins aft and her decks calked.

The propeller J. R. Whiting, which has been lengthened 40 feet amidships, will soon be completed. She will go out of dock this week.

The schooners Lake, Forest and Napoleon were on the dock for calking.

The steambarge Minnesota has been raised two feet all around and received new deck and deck beams, new cabin, pilot house and texas.

A large number of lake captains came to town to-day. Among them were Captain A. Graves, of Buffalo, of the propeller Hecla; R. Young, of Chicago, of the propeller Cuba; Captain Mack, of Cleveland, of the propeller Raleigh; Captain Lloyd, of Cleveland, of the schooner Lucerne; Captain Tottenson, of the schooner H. C. Richards; L. E. Boyce, of the schooner Angus Smith; Hawley Boyce, of the schooner J. B. Merrill; Malcolm Boyce, of the schooner Itasca; Captain Stalker, of the schooner Porter; M. Finney, of the propeller Ballentine; F. D. Chamberlin, of the propeller C. J. Kershaw; W. B. McGregor, of the propeller W. H. Barnum; Ed. Jones, of the schooner Northwest; W. R. Williams, of the schooner Joseph Paige; D. Roach, of the schooner Marengo.

A well informed vesselman received a telegram this morning saying that a large amount of Milwaukee vessel room is being taken. The propellers W. H. Barnum and C. J. Kershaw and schooner Northwest leave for Chicago, having been chartered from that port to carry cargoes to Buffalo. In Milwaukee there are not over a dozen boats loaded for lower lake ports. An early opening of navigation is looked for. It was said that Milwaukee commission men came within a half cent of chartering vessel room for 500,000 bushels of wheat for Buffalo.

The following vessel transfer was recorded to-day; Sylvester Goodenow and Martin Howard, of Chicago, to George B. Mattoon, Ole Groh and William Lawrence, the schooner Sardinia, for $2,500.

The tug S. S. Coe, of the Independent tug line, has received new deck frames and deck, bulwarks, rail, cabin, and has had her boiler rebuilt. Their tug F. C. Maxon is undergoing repairs.

The Milwaukee Tug Boat Line's tugs are being overhauled and fitted out, ready for the season's work.

James Sheriffs will convert the high pressure engine taken out of the tug Goodnow, into a steeple compound, 20 and 40 by 30, to be placed upon a steambarge now in course of construction at Wolf & Davidson's shipyard, calculated to carry 400,000 to 450,000 feet of lumber.

G. D. Norris & Company will furnish the outfit, including an American pump brake windlass and two capstans for the new steambarge Josephine. They have supplied the steambarges Merrimac and Minnesota with American Ship Windlass Company's capstans. They will supply an American Ship Windlass Company's windlass to the new steambarge building at the Milwaukee Shipyard Company for the Milwaukee tug line.

WILLIAMS.

CHICAGO.

Special to the Marine Record.

The schooner F. L. Danforth, in tow of the tug A. A. Carpenter, collided with the steambarge Albert Soper, lying at the McDonald lumber company's dock, and did some slight damage to her pilot house and rail.

The schooner Geo. M. Case, when being transferred from the Indiana elevator to the Iowa elevator, carried away a portion of the steambarge Thomas W. Palmer's rail an cabin, with her jibboom.

Last Thursday, the propeller City of Cleveland, loaded with corn, when being towed out of Mason's slip, stern first, by the tugs Van Schaick and Satisfaction, became unmanageable in consequence of the strong current in the river, and her stern swinging around against the dock on the opposite side, made a block in the river for some twenty-four hours, when she was released and taken to her dock.

Captain Henry, manager of the Lehigh Valley line of steamships, was in this port last week and appointed Messrs. Beckwith & Fleming, agents for the line for the coming season, and the J. S. Dunham wrecking and towing company to do the towing. The engineers of the Fred Mercur, Clyde, H. E. Packer and the R. A, Packer, arrived here Tuesday to commence fitting out.

The first arrival of sail vessels at this port this season, was on Sunday, March 28th; the schooner C. O. D., light, from Grand Haven to load grain, and the schooner Annie Dall with slabs, also from Grand Haven.

Captain Mike Driscoll has resigned the command of the city fire tug Alpha, and will have command of the Chicago towing line tug Paddy Murphy.

The gale of Sunday, the 20th, caused considerable damage to the vessels lying in the Illinois central slips on account of the strong current and undertow in the river. The propeller E. B. Hale and schooners Ahira Cobb, John Martin and Newsboy, having parted their lines did considerable damage to each other.

At Miller Brothers dry docks, the steambarge Annie Laura went out of dock Tuesday, having received fifteen new floor frames and some general repairs; the propeller Peerless took her place and will be re-calked all over and receive a new wheel; the schooner Clipper City is in dock for a rebuild; the schooner Belle Walbridge for a new stem, apron, knight head and recalking for same, new frames and ceiling aft and calking; the schooner E. R. Blake is in getting new stanchions, stringers, plank sheer and rail, new frames aft and a new cabin, which will be placed on deck, and recalking; the schooner Ralph Campbell was in dock and received new deck frames and deck, new center board box, keelson fore and aft, and recalking; the schooner Sunrise which was not placed in commission last season, is getting recalked all over and will go into dock to have her bottom calked; the schooner L. M. Mason is receiving a new bow with cutwater, which will improve her appearance greatly, she is also getting a new center board box and a new bilge strake. The schooner Fleetwing has received a new foremast and fore-topmast; the schooner A. Bradley a new mainmast.

Recent charters were for 254,000 bushels, of which capacity 190,000 bushels was for wheat. Freights are firm at 3½ cents for wheat, and 3¼ cents for corn to Buffalo. Vessel men are quite hopeful of a prosperous season, and this feeling is shared by shippers and all others interested in lake commerce. Their expectations are based on the general improvement of the iron and lumber industries, the quantity of grain awaiting shipment, the prevailing opinion that railroad rates to the seaboard will be held up, and the general prosperity of the country. The elevators at Chicago, Milwaukee, and Duluth are well stocked with grain, and more ore has been mined this winter than for several years. A larger stock of cedar has also been got out, and the log cut is estimated to be fully equal to former years.

The new Independent line, the Chicago Towing Company, will be composed of the following tugs:

Tom Brown, F. S. Butler, Chicago, Commodore, Crawford, John Gordon, J. H. Hackley, L. B. Johnson, Lorena, G. B. McClellan, Mary McLane, Paddy Murphy, C. W. Parker, R. Prindiville, E. Shelby, Success, Bob Teed, R. Tarrant, A. B. Ward, W. H. Wolf.

Captain E. Bowen is expected from Cleveland this week to take charge of the V. & T. tug Protection.

Captain James Stone, of the Bradley fleet arrived here from Cleveland Tuesday.

Captain J. Brown, of Buffalo, formerly with Austin & Co., ship chandlers, arrived Tuesday to take charge of the barge Polynesia.

[*Continued on 4th page.*]

MARITIME LAW.

DEMURRAGE—DOCK ACCESSIBLE ON VESSEL'S ARRIVAL—VESSEL PREVENTED FROM GOING THERE BY CONSIGNEE'S ORDERS—SUBSEQUENTLY RENDERED INACCESSIBLE BY ICE. —MANSON VS. NEW YORK, NEW HAVEN & HARTFORD R. R. COMPANY.

U. S. District Court, District of Conneticut.

The bill of lading of the schooner Sutton carrying 980 tons of coal to the New York, New Haven & Hartford R. R. Company at New Haven, contained the following provisions as to demurrage: "24 hours after the arrival at the above named port and notice thereof to the consignee named, there shall be allowed for receiving said cargo at the rate of one day for every 100 tons thereof, after which the cargo, consignee or assignee shall pay demurrage for each and every days detention beyond the days above, specified until the cargo is fully discharged."

The Sutton arrived January 30th and her captain reported to the freight agent of the consignee on the 31st.

There are three docks at New Haven belonging to the railroad company and on the main channel of the harbor. The captain was directed to go to a fourth dock, the Shop Dock, three quarters of a mile distant and connected with the harbor by a narrow channel. The Sutton went to the entrance of the Shop Dock channel on February 1st and her captain announced his readiness to go on to the Shop Dock, but was told he could not, on account of another vessel being there. On February 2d, ice had formed so thick as to prevent the Sutton from getting to the Shop Dock and so remained until February 15th, when other arrangements were made, and she was discharged at one of the other docks, completing her discharge on February 23d. On suit brought against the consignee for demurrage, held, that as the designated dock was accessible on the arrival of the Sutton, but she was prevented from going there by the orders of the consignee, and the dock thereafter became inaccessible, the consignee was liable for demurrage for the days subsequent to February 13th, on which date her lay days expired.

Shipman, J.

This is a libel *in personam* for demurrage.

On January 21st 1885, the West Virginia Central & Pittsburg railway company shipped, at Baltimore, on board the schooner Henry Sutton, of which Gilbert Manson was master and managing owner and the other libelants were co-owners, 980 tons of coal of 2240 pounds each, to be delivered to the New York New, Haven & Hartford railroad company at the "Consolidated Road Docks," New Haven, for a specified freight.

The said railroad company is very commonly called "The Consolidated Road."

The bill of lading contained the following provisions in regard to demurrage: "And 24 hours after the arrival at the above named port and notice thereof to the consignee named, there shall be allowed for receiving said cargo at the rate of one day, Sundays and legal holidays excepted, for every hundred tons thereof after which the cargo, consignee, or assignee shall pay demurrage at the rate of eight cents per ton a day, Sundays and legal holidays not excepted upon the full amount of cargo, as per bill of lading, for each and every days detention, and *pro rata* for parts and portions, of a day beyond the days above specified, until the cargo is fully discharged, which freight and demurrage shall constitute a lien upon said cargo."

The Henry Sutton reached Morris Cove, within the entrance to New Haven harbor on Friday January 30th, 1885, at 12 o'clock, midnight.

On January 31st, 1885, at two o'clock p. m. the captain reported to William A. Waterbury who was then the freight agent of the consignee.

The consignee has three docks Belle Dock, the Middle Dock and the Pocket Dock, close to each other, at which coal is delivered. Belle Dock is the largest. These docks are near the steamboat dock where large steamboats daily land and are all upon the main channel of the harbor.

The coal on board the Henry Sutton was bought for the use of the locomotive engines of the consignee. The largest part of this class of coal is received at the Shop Dock, a small wharf southwest of the passenger depot and connected with the main channel, three fourths of a mile distant, by an artificial channel which has been dug out within the last five or six years, and which is about ten feet deep at low tide, and eighty feet wide. At this wharf are facilities for rapidly discharging a cargo by day and by night. One vessel only at a time can lie at the wharf and be discharged. Two vessels can lie at the same time in the basin.

At this time, on January 31st the consignee had three cargoes of this class of coal in the port, one, a small cargo, on board the George Aery, which reported on January 30th and was then discharging at Belle Dock, another on board the Crescent, which reported on January 31st at 11 o'clock a. m. and the third on board the Sutton. The Wm. O. Snow was then lying light at the Shop Dock, having discharged her cargo.

At the conversation on January 31st said Waterbury told Captain Manson that he must go to the Shop Dock and discharge. The captain replied that he did not think the channel was deep enough for his vessel. Waterbury thought it was. The captain replied that he would try and take his vessel there on the first tide, which would be that night. Waterbury replied that he could not take her in then, as the Crescent was to go in first and they did not want two there at once as they had had some trouble with two vessels in the basin at the same time.

This conversation was of such importance that I think it desirable to state the reasons for the finding that it took place. Manson testifies positively that he reported to Waterbury on the 31st; was assigned to the Shop Dock and was prohibited from going there then, and is supported by George Hills.

The first conversation which Waterbury remembers, he says, took place on February 2d, when Manson apparently knew that he had been assigned to the Shop Dock. It is manifest that he had been assigned there previously and that he knew it. The only other person who could have made the assignment was the dock master, who testifies that he took the bill of lading on the 31st, made an entry of the time therein, gave the captain no directions and that his destination was apparently understood between him and Waterbury. The assignment must have been made by Waterbury on the 31st who merely does not remember it. It is reasonable that the conversation which Manson and Hills narrate also took place at the same time.

The Wm. O. Snow came out and the Crescent went to the Shop Dock, on February 1st. On the same day about 12 o'clock noon, the Sutton was towed to the entrance of the Shop dock channel. The tides were good and she could have gone up to the Shop Dock basin. On January 31st the ice was about an inch thick in the chennel. On February 2d and therafter it increased in thickness and so continued until after February 15th and a vessel could not get to the Shop Dock unless a tug boat should make a special trip and break the ice in advance.

During the first week of February Manson attempted to contract with the manager of one of the two principal tug boat companies to tow him to the Shop Dock, but was refused, because the manager did not think it safe either for the tug or tow to make the attempt. The Crescent tried to make a contract on February 6th with a tug boat captain to tow her out, but was unsuccessful. She remained at the wharf frozen in until March 6th.

From January 31st to February 15th the Sutton could easily have gone to the Belle Dock as the main channel was kept open by the daily line of passenger steamboats. The owners of tug boats refused to take her to Belle Dock, because Mr. Waterbury had requested them not to do so. Captain Manson offered to go there and tender the cargo. Mr. Waterbury forbade his coming

The Crescent was discharged 2:20 a. m. on Thursday February 5th. On February 4th Waterbury notified Manson that the Crescent would be discharged on the 5th and that he should want the Sutton on that day. On February 5th Manson saw Waterbury and told him if the Crescent got out he would go in. Waterbury replied that when the Sutton got in he would have the Crescent out. The captain declined to go in until a passage was clear and Waterbury declined to break the ice.

I make no finding in regard to a conversation which Mr. Waterbury and others say occurred in February 2d which was to the effect that Manson asked for a berth at the Shop Dock and Waterbury told him to go up the channel and Manson declined to go till the Crescent was out of the way, because, in view of the conversation of January 31st forbidding Manson to go up the channel, and of the fact that, on February 2d Waterbury knew that the ice prohibited the vessel from going up until it was broken, and of the further fact that the condition of the ice was about the same on February 2d as on February 5th when the Sutton could not get to the wharf by the use of reasonable means, the conversation was not in my opinion of importance.

The Sutton lay at the mouth of the Shop Dock channel until February 15th. Then an arrangement was made between the captain and consignee by which the cargo was delivered at Belle Dock to Williams, Wells & Company who paid the freight and sold the coal, the captain retaining all his rights to claim demurrage and no claim of either party being waived, relinquished or admitted.

The vessel commenced discharging on February 16th at one o'clock p. m. and was discharged on February 23d about 9:15 a. m. If demurrage is to be allowed, it commenced on February 13th at 9:12 a. m. and is due for a period of ten days and amounts to $784 00.

Under the terms of the bill of lading the Sutton was obliged to discharge at that one of the docks of the consignee which the latter might designate, provided the designated dock was accessible by the use of reasonable means by the ship owner and within a reasonable time. (Nelson vs. Dahl, 12 Cn. Div. 560.)

The selection of the place of discharge was with the consignee and the ship owner was obliged to use reasonable means to reach it, one of these means being the employment of a tug, but if from physical or other causes, the place was inaccessible, unless by the use of unreasonable time, the consignee should have designated one of his wharves which was accessible and convenient for the discharge of the cargo.

While this is true, it is also true that under a bill of lading which required delivery to be made at a named dock, arrival of a vessel at the dock is ordinarily pre-requisite to demurrage and delays of the vessel within the port for a considerable time from accidents of navigation without the fault of the consignee, do not require him to receive the freight at another place than that named in the bill of lading. (Aylward vs. Smith, 2 Lowell 192; Packer vs. Winlow, 7 Ellis & B. 942; Bastiele 1 vs. Lloyd, 1 Henlot etc., 388, Hodgdon vs. R. R. Co. 46 Conn. 277.)

At the time of the arrival of the Sutton, the Shop Dock was designated and was accessible by the aid of a tug and could have been reached without difficulty. But the consignee requested that the vessel should not proceed to the dock but should wait at the mouth of the channel, three-fourths of a mile distant. If she had voluntarily waited at this point and had been frozen in, the case would present different features; but having waited there at the request of the consignee, and being unable on the 5th when she was notified that she would be wanted, to obtain a tug to break the ice, and being prevented by the express direction and authority of the consignee from unlading at his accessible dock, the liability of the consignee for demurrage seems to me to be complete.

The accident of navigation which prevented the Sutton from reaching the Shop Dock was encountered by the direction of the consignee. If the dock had been accessible by the use of reasonable means, when the Crescent was unloaded the case would have been different, but it was then inaccessible, but the consignee prevented the vessel from unloading there. The facts in Choate vs. Meredith (1 Holmes 500) bear an analogy to the fact here. In that case, the consignee's wharf was inaccessible for an unduly long time by reason of ice and lack of sufficient water, whereupon the libelant took the vessel to the only accessible wharf in the port, notified the consignee and offered to deliver the cargo, which offer was not accepted. The demurrage claimed was the same as in the bill of lading in this case. It was held that the libelant was entitled to demurrage.

There should be a decree in favor of the libelants for $784 and interest from February 23d, 1885, and costs.

March 16, 1886.

THE N. W. T. COMPANY.

The Port Huron Times says the officers have been appointed for the coming season for the United Empire and Ontario as follows: United Empire, E. Robertson, captain; Robert Kenney, engineer; G R. King, purser; P. F. Cooney, steward. Ontario, Edward Zealand, captain; J. H. Brown, engineer; E. R. Marshall, purser. The fitting out of the United Empire and the Ontario is being pushed ahead with vigor in anticipation of an early opening of navigation. The Sovereign is not being fitted out, as it has not yet been decided to place her in commission. To take the place of the Quebec on the line, negotiations are in progress regarding the steamer Wisconsin, late on the route between Grand Haven and Milwaukee. The Wisconsin is an iron propeller, very powerfully built, as may be supposed, when it is considered that she was constructed for the winter ferry business across Lake Michigan, and is said to be the most handsomely fitted up vessel on the chain of lakes. She is in size about midway between the Ontario and United Empire, full upper cabin, and carries about one thousand tons of freight. If she comes on the Sarnia line she will be commanded by Captain W. F. McGregor, (brother of Captain Edward McGregor, late of the Manitoba) with Mr. Alex Kidd as steward. It is to be hoped that the negotiations may result satisfactorily as the Wisconsin would make a very creditable and desirable addition to the Sarnia line.

LITERARY NOTICES.

THE APRIL CENTURY. "Strikes, Lockouts, and Arbitrations" is the title of a timely and important article in the April Century by George May Powell.

Three anecdotal articles in this number form a most entertaining account of the famous Confederate cruiser Alabama and her duel with the Kearsarge. P. D. Haywood, who was a seaman on the Alabama, describes "Life on the Alabama," with graphic humor; Lieutenant Commander John McIntosh Kell, in his paper, gives an authoritative account of the reasons which impelled Captain Semmes to try issues with the Kearsarge, and of the incident of the fight; while Surgeon John M. Browne of the Kearsarge contributes the Union history of that stirring event. In point both of illustrations and anecdotal interest, these articles are perhaps second to none that have appeared in the Century War Series. In "Memoranda on the Civil War," Captain Charles King replies to General Pope, in vindication of his father. General Rufus King, Professor John J. Figert makes a suggestion in regard to "Government Aid in the Marking of Battle Fields;" and Colonel L. B. Northrop, the Confederate Commissary General, replies to criticisms by Generals J E. Johnston, Beauregard, and Imboden.

The fiction of the number comprises the third part of "The Minister's Charge," conclusion of Mrs. Mary Hallock Foote's dramatic novel, "John Bodewin's Testimony; and two short, stories, one by Dr. Edward Eggleston, entitled "Sister Tabea, and the other an amusing sketch by Arlo Bates, called "April's Lady."

ST. NICHOLAS FOR APRIL, 1886. H. C. Bunner opens the number with a bright and amusing fanciful story, entitled "Casperl," which is illustrated by O. Herford, and by the frontispiece—drawn by Leon Moran.

Edward Everett with a more practical aim tells how the "Vacation schools in Boston" were started; and Charles Barnard, in a story called "Sophie Conner and the Vacation school," explains the inside workings of one of those popular and paradoxically named institutions. Henry Sandham contributes eleven drawings illustrating both articles.

A very interesting "Historic Girl" is told about by E. S. Brooks. Her name was "Woo of Hwang-ho."

Mrs. Burnett's serial, "Little Lord Fauntleroy," keeps at the same high water mark it reached in the last installment; Horace E. Scudder's "George Washington" carries the hero through the campaign with Braddock, and his subsequent military experience as commander-in-chief of the Virginia forces, his courtship and marriage. Henry Eckford shows more "Wonders of the Alphabet," each letter of which appears to have interesting history. Other stories and sketches make a very readible number.

SPEED REGISTER FOR SHIPS' LOGS.

Bernard Faymonville, Secretary of the Marine Supply Company, of San Francisco, Cal., has patented a number of valuable improvements in electro maguetic speed registers for ships' logs which must come rapidly into use, since many actual tests show conclusively its accuracy and perfect adaptability to the purpose.

An exterior cylindrical case has propeller shaped wings attached to it so that when the apparatus is towed behind a vessel in the water the cylinder will be caused to revolve rapidly about a stationary shaft by which it is supported. A second cylinder is driven from and made to revolve inside the first, and between it and the supporting axis at a speed considerably less than that of the outer cylinder. The supporting shaft with its bearing are made of some non-conducting material. Holes are made through the central shaft longitudinally, and are separated from each other so that wires may pass through them from the exterior to any suitable point within the length of the tube. These wires are bent outward, and have metallic shoes or plates upon their outer ends, and the cylinder has a metal plate fixed in one of its sides, which, when it is brought around by the revolution of the cylinder, comes in line with the plates attached to the wires and makes for an instant, a metallic contact.

The described apparatus is towed behind a vessel by means of ropes, which also furnish support for the wires that connect the rotative parts with an electrical apparatus on board the vessel. This electrical apparatus has an armature, which, when the connection is made by the rotations of the cylinder, will be drawn downward by the action of the electro-magnet, and will be released again as soon as the current ceases. This movement of the armature is transmitted to a series of registering drums indicating units, tens, hundreds, thousands, etc., and each of them is moved forward one point at each complete revolution of the cylinder preceding it, and by which it is operated. Thus, a register is provided which can be placed at any convenient part of the vessel, and will infallibly show the distance over which the vessel has moved for any given time, and obviates the annoyance of bringing the rotating apparatus aboard, which is a great objection to other apparatus designed for this duty. Any one experienced in the science of navigation can not fail to see the great value and perfect adaptation of this invention for the purpose, since at any time, day or night, the speed of the ship can be read on the register without the observer being exposed to the elements.—*American Inventor.*

THE ENGINEER'S LAMENT.

The following poem, written by the Second Engineer, was read before the recent convention of marine engineers, at Buffalo:

The convention met for the eleventh time
With members from all o'er the land,
When William Brennan sauntering in,
Stood near the chaplain's stand.

The president smiled as he bowed his head,
Upon which straggled hairs of grey.
"Mr President," the old man said.
"I'm glad to meet you all to-day;

"I'm glad to see the young men in the race;
A race that I have nearly run;
But engineering has greatly changed
Since the trade I first begun.

You smile as you look at my old grey head
And the rags and my tottering gait;
But, Mr. President, I was a handsome man
When chief of the Empire State.

"Fifty years ago, when I commenced to sail,
Beam engines were all the go,
But the beam gave way to the propeller wheel,
As all engineers must know.

"I run for a year on a propeller wheel,
But it turned too fast, you see,
So I left the lake, its charm was gone,
There was no place left for me.

"An assistant's place in the Collins line,
I plowed the western sea;
But when they done away with the walking beam
They done away with me.

"On the western river I found a place,
First on the 'Ocean Spray;'
I've carried that boat mighty hot
For many, and many a day.

"The war came on with its fearful crash,
Caught me underneath the Southern sun;
They put me on a rebel ram
Soon as fighting had begun.

"They sank the ram near New Orleans,
When Porter came up the stream,
I was taken prsoner by Uncle Sam,
Why, it seems, all like a dream.

"I became a wanderer for twenty years
Never turned a throttle or saw a gauge;
Then I tried to ship on a boat once more,
(I did not feel my growing age).

"At New Orleans, along her wharf,
Were the 'Natchez,' 'White,' and 'Lee,'
All fine boats. How the splendid sight
Brought buck old times to me.

"But there was no work, the iron horse
Had taken the river trade,
And the engineer could not live
On the wages that then were paid.

"I thought again of the propeller wheel,
And I bowed to what must be,
But the old machines have passed away
And compound engines I see.

"There's the fore and aft compound,
And the steeple compound, too,
What's a worn out veteran
Like me a going to do?

"After twenty years of silence,
Twenty years ashore,
Engineering grows harder
Than it ever was before.

"To night, amid you pleasure,
Just have a thought of me,
For I've stood watch upon Lake Erie,
I've stood watch upon the sea.

"For I may not live to see you
At the end of another year,
As my steam is falling slowly,
And will soon go down, I fear.

"So farewell, my friends and brothers,
May peace attend your way;
And may you remember ever kindly
Of the happy scenes to-day.

"I've heard the last summons,
I hear the signals ringing, too
That are calling me from labor
Where I hope to meet all of you';

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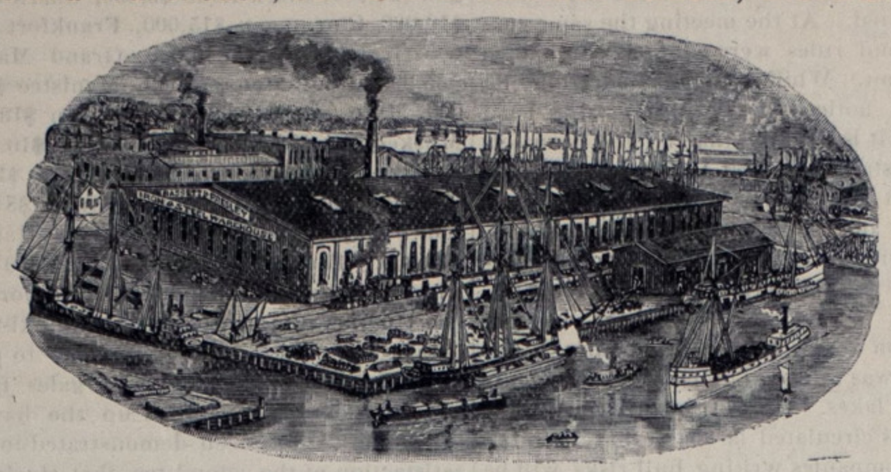

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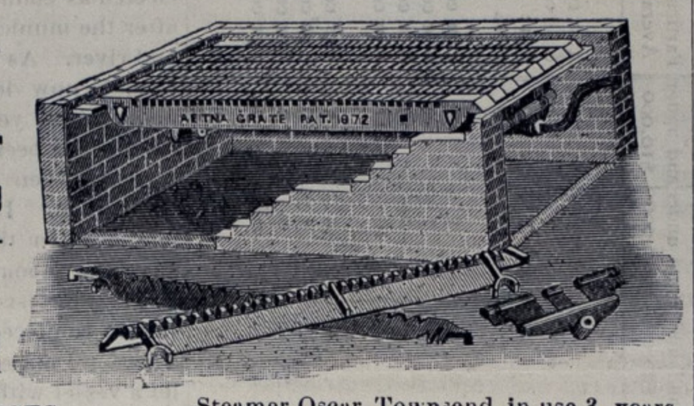

MARINE REFERENCES.

For evidence of the merits of the Ætna shaking grate, and the satisfaction which they give to those who use them on the lakes, we take pleasure in referring to the following good list of steamers which have had them in use from one to seven years:

Steamer Egyptian, in use 6 years.
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Steamer Wacoken, in use 4 years.
Steamer City of Rome, in use 3 years.
Steamer Cumberland, in use 3 years.
Steamer D. W. Rust, in use 7 years.
Steamer H. D. Coffinberry, in use 6 years.
Steamer E. B. Hale, in use 6 years.
Steamer H. M. Chisholm, in use 4 years.
Steamer John N. Glidden, in use 3½ years.
Steamer Smith More, in use 4 years.
Steamer Wm. Edwards, in use 5 years.
Steamer Robert Wallace, in use 2½ years.
Steamer S E. Evert, in use 3 years.
Steamer Colonial, in use 2 years.
Steamer Continental, in use 2 years.
Steamer Buffalo, in use 4½ years.
Steamer Chicago, in use 3½ years.
Steamer Progress, in use 3 years.
Steamer Oscar Townsend, in use 3 years.
Steamer Mayflower, in use 3 years.
Steamer City of Concord, in use 4 years.
Steamer Garden City, in use 4 years.
Steamer R. B. Hayes, in use 5 years.
Steamer Sparta, in use 2 years.
Steamer Vienna, in use 3 years.
Steamer Havana, in use 2 years.
Steamer H. C. Schnoor, in use 6 years.
Tug Relief, in use 3 years.
Tug Alanson Sumner, in use 2 years.
Tug Effie L., in use 7 years.
Steamer Darius Cole, Stmr. J. H. Devereux.
Stmr. Wm. Chisholm, Stmr. L. Worthington,
Steamer Otego, Stmr. Geo. Spencer,
Steamer Kasota, Steamer D. W. Wilson,
Steamer Business, Stmr. H. V. Kitchum,
Stmr. City of Cleveland, Steamer Kalkaska,
Steamer Oscoda, Steamer Cleveland.

All steamers should be provided with the Ætna shaking grate, as they burn all kinds of soft and hard coal. Any particulars regarding cost of putting in Ætna grates, etc., should be addressed to G. C. Barnes, agent, Ætna Grate Company, Cleveland, Ohio Office, at Globe Iron Works.

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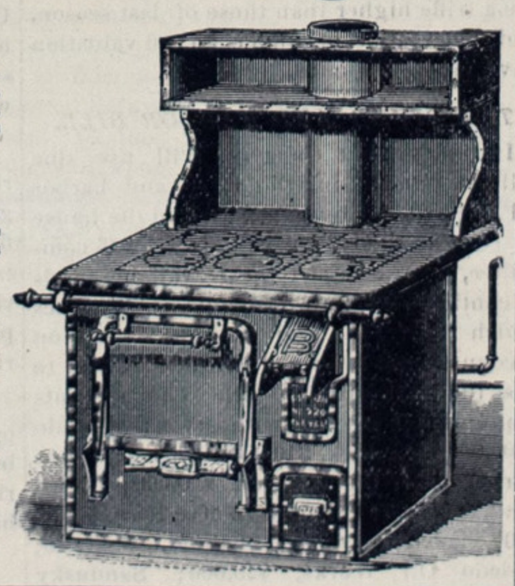

Messrs. F. & H. Born. Cleveland, O., Jan. 26, 1886.
Gentlemen.—In reply to your inquiry of 25th inst., relative to the satisfaction your "Steel Plate Range" has given, I would, say that we have had one in use about eight months, and find it perfect in all respects. My wife is well pleased with it. Have had no trouble to keep fire all night with hard coal. Very truly yours,
DAN. H. KEYS, of Lloyd & Keys.

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Gentlemen—We are much pleased with the Steel Plate Range that you put into our propeller Kalkaska. It seems to be the right thing for steamboat service.
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Messrs. F. & H. Born. Cleveland, O., Feb. 3, 1886.
Gentlemen.—We have had in this institution for some time one of your largest size Steel Plate Ranges, and it has given good satisfaction. It is strong, and we think will be durable. Respectfully, HON. S HARMOUNT,
Superintendent Tuscarawas Children's Home.

Messrs. F. & H. Born, Cleveland, O., Feb. 1, 1886.
Gentlemen.—In reply to your favor I would state that we have had in use two of your No. 9-18 Double Oven Steel Plate Ranges in our restaurant for the last six months, and find that they do all you claim for them. We can cheerfully recommend them to anyone in need of a first-class, durable and economical Range.
Yours respectfully, RICHARDS & McKEAN.

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Commencing Sunday, Nov. 29 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express	*2 10 P M	*2 45 P M
No. 14, Special New York Ex	.....	3 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	
No 3, Chicago Express via "	6 00 A M	6 30 A M
No 25, Mich Accom Norwalk	.....	†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*11 00 A M
No 9, Chi P c Ex via Norwalk	6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10 30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

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Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect June 28, 1885, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Passenger	*10 40 A M	*10 45 A M
Chicago Passenger	*9 02 P M	.....
Local Freight	*11 45 A M	*12 15 P M
WESTWARD.	Arrive	Depart.
Chicago Passenger	.....	*6 45 A M
Fostoria Passenger	*4 46 P M	*4 51 P M
Local Freight	*12 20 P M	*12 50 P M

ROCKY RIVER ACCOMMODATION.
Depart—*7:45 a. m., *1:35 p. m.
EUCLID ACCOMMODATION.
Depart—*6 24 a. m., *9:10 a. m., *5:05 p. m.
*Daily except Sunday.

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A. A. POMEROY, EDITOR AND PROP'R.

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CLEVELAND, OHIO, THURSDAY, APRIL 1.

THE LABOR TROUBLE.

The effect of the labor troubles on the commercial interests of the country is beginning to be felt and the present strikes should soon end. It is the duty of the head of the strikers and those who represent the industries struck against to endeavor by every honerable concession to come to a pacific understanding and settle the vexed questions, that cause the wheels of commerce to remain idle, to the detriment of the entire country. From the present condition or features of the situation Mr. Powderly, head of the labor organizations, does not occupy a very enviable position in that he is likely to be misjudged by both parties in the struggle. It is well known that in all organizations, political, social or industrial there are wheels within wheels, factions opposed to the wisest plans of the one who directs the campaign. Strife, envy and jealousy are to-day strong in the minds of many of those composing branch labor organizations and, while Mr. Powderly has directed with wisdom, he will soon realize that he is as powerless to stop the agitation of the industrial question as was the little girl to stop the wheels of the great mill after she had unwittingly turned the water on. He will realize that his most consistent and conservation efforts to obtain justice for his followers, and the settlement of the strife between capital and labor, will be looked upon with suspicion by many of his followers; and the leader of a faction will not be slow to direct suspicion. It has been said that it is a grand thing to have the power of a giant but that it requires the utmost wisdom to know when and how to use such power. The leader of the knights of labor has shown himself to be a superior man in his position, endowed with a great measure of common sense, ready and eager to bring all matters of differences to a settlement, but opposition has already developed, and it is not certain that in case he succeeds in arbitrating on the points at issue that he can control his legions. Should this view be taken by those employing labor they will be slow to make great concessions which would involve material loss of net profit: It would therefore be a wise course to call together representative men of labor and capital in council frame such rules for mutual benefit as would forever be a barrier against strikes and give equal justice to both capital and labor. It might be done on a basis of valuation of the money of the capitalist and the skill of the laborer. For instance the former has put into his business $150,000, which would represent his interest in the business; the skill of the laborer represents, say $15,000, to his employer. That sum would represent his capital or value as a workman and at the rate of, say 6 per cent. would realize for him $900 per year, while on his capital invested $150,000, the employer would realize $9,000 per year. The workmanship could be graded after the manner as now obtains for days wages. A system of this nature could be adopted without any great revolution and would have the tendency to give the workman a deeper in erest in the enterprise of the employer.

THE life saving station on the coast of Lake Huron will be manned on the 1st of April.

HULL INSURANCE.

It has been generally understood that there will be no hull insurance pool on the lakes this season, such statements having been repeatedly made by the dailies, but such is not the truth, as a pool was formed at Buffalo on Tuesday, at a meeting in which all the leading companies on the lakes were represented. At the meeting the same conditions and rules were adopted as obtained last season. While some misunderstanding has been noticed lately in regard to local agencies it is believed that all has been settled satisfactorily, and that harmony prevailed at the Buffalo meeting, the headquarters of the lake insurance business. Quite an interesting meeting of underwriters was held in New York city recently, where it is said much opposition was met with from a New England Company. The meeting was attended by many of the agents from the lakes. It has transpired, contrary to reports circulated last fall, that the number of companies writing hull risks will be increased by new candidates for business, notably the Union of Liverpool, a corporation having a captial of $4,000,000 and the Louisville Underwriters, formed by the consolidation of three reputable companies of Louisville, Ky., for the purposes of marine insurance. These two companies have not heretofore been in the inland marine insurance business, but they will write cargo as well as hull insurance risks. Messrs. Smith, Davis & Co., of Buffalo, have secured the general agency of the new companies, and, the Continental having withdrawn from lake business, that firm holds the agency of seven of the eleven companies to compete this season.

The rates ad[illegible] the meeting are as follows:

Valuation in Policy...	Particulars Average	$5,000 and under $10,000	$10,000 and under $15,000	$15,000 and under $25,000	$25,000 and under $50,000	$50,000 and under $75,000	$75,000 and under 100 000	$100 000 or over
Limit of Insurance.....	5 pr cent	3–4	4–5	5–6	6–7	7–8	8–9	9 10
Steamers—A1 and A1½.	6 pr cent	7½	6½	5¾	5¼	5	4¾	4¾
do A2.....	8 pr cent	8¼	7¼	6¼	5¾	5½	5¼	.....
do A2½.....	9 pr cent	9	7½	6¾	6¼	6	.....	.....
do B1.....	10 pr cent	10	8¾	8	7¼	.....	.....	.....
Season, April 1 to Nov. 30								
Sail—A1 and A1½.....	5 pr cent	8	7	6¼	5¾	5¼	5¼	.....
do A2.....	6 pr cent	9	7¾	6¾	6¼	6	.....	.....
do A2½.....	8 pr cent	9½	8¼	7¼	6¾	.....	.....	.....
do B1.....	10 pr cent	11	10	8¾	.....	.....	.....	.....
Season, April 1 to Nov 3								
Lake Tugs—A1 and A1½	5 pr cent	5¾	4¾	4	.....	.....	.....	.....
do A2.....	6 pr cent	6¼	5¼	4½	.....	.....	.....	.....
do A2½.....	8 pr cent	7	6	.....	.....	.....	.....	.....
do B1.....	9 pr cent	7¾	6¾	.....	.....	.....	.....	.....
Season, April 1 to Dec. 1o								

It will be seen by the table that the rates are a trifle higher than those of last season, and that vessels of under $5,000 valuation have been eliminated.

THE RIVER AND HARBOR BILL.

If the present Congress will use due dilligence in passing the river and harbor bill, which has been reported to the house in comparatively good shape by the committee, we may hope to have available funds to continue the improvements on the lakes which have for a year been at a stand on account of the failure of the last session to pass the appropriation bill. The amounts appropriated are herewith given: Buffalo $100,000; Dunkirk, $10,000; Ashtabula Harbor, $25,000; Black River, $10,000; Cleveland, $125,000; Fairport, $5,000; Huron, $5,000; Toledo straight channel, $150,000; Toledo Oil Works, $20,000; Sandusky city harbor, $15,000; Port Clinton, $2,000; Vermillion, $3,000. A survey is proposed for Sandusky harbor, with a view to a straight channel from the north end of Cedar Point to the east end of the existing channel in front of the city. For the Hay Lake channel in which Cleveland vessel owners are largely interested, there is appropriated $150,000; for the St. Mary's River improvement, including the proposed new lock in the canal, $250,000; for the St. Clair ship canals, $25,000; and the Detroit River, $50,000. The total amount appropriated by the bill is $15,264,200, as against $12,000,000 in the bill of the session, which failed to become a law. Buffalo harbor $150,000, Charlotte $10,000, Dunkirk $10,000, Ogdensburg $10,000, Oswego $95,000. Erie $50,000; Michigan City harbor $45,000; Wabash River $80,000. Illinois harbors. Calumet $40,000, Chicago $100,000, Waukegan $20,000; Black Lake $5,000, Charlevoix $10,000, Cheboygan $15,000, Frankfort $7,000, Grand Haven $40,000, Grand Marais $55,000, Ludington $75,000, Manistee $10,000, Marquette $10,000, Ontonagon $13,000 Muskegon, $12,500, Pentwater $10,000, Portage Lake $15,000, Sand Beach $100,000, St. Joseph $10,000, Saugatuck $8 000, South Haven $5,000, White River Harbor $10,000. The appropriation of $125,000 for Cleveland harbor includes $40,000 for the construction of a parapet upon the existing breakwater to raise it higher and to prevent heavy seas in northwest gales from breaking over it and filled up the harbor of refuge. It has been demonstrated to the satisfaction of the committee that during a northwest gale the water dashes over the present breakwater and raises the level of the water within the harbor, which, flowing out at the mouth, creates there a stroug current, which vessels entering are unable to resist, and they are liable to meet with disasters. The $40,000 deducted from the $125,000 would leave $85,000 for the construction of the work on the breakwater. Besides this amount, the bill proposes to make available for the changed plan of the breakwater $15,000, appropriated in the act of 1884, which was intended for the completion of the old plan, and could not be utilized after a change was determined upon, unless Congress should give its consent.

IT has become imperative that at the next election one or more able vessel owners be elected as councilmen in this city to look after the municipal interests of the harbor and river. As we mentioned last week, the river is now lower than it has been for many years, yet the contract for dredging has not yet been let, although the bids asked for have been received but all rejected by the council. It is apparent that there is no one now in the city council who knows anything about the requirements of our vessel interests, and some one who does should be placed there as soon as possible. There are places in the river too shallow to let a vessel with fifteen feet draft pass over, and dredging cannot be commenced too soon.

POSTMASTER KEYES and Collector Rude, who have been in Washington working for an appropriation for the improvement of Sandusky harbor, returned to Sandusky Sunday, having had a favorable hearing before the House committee on harbor appropriations. In an interview Collector Rude states that an appropriation for the improvement of the harbor at that place will no doubt be made, also, one for a survey of the present channel. He is of the opinion that in time a straight channel will be made from Cedar Point to the east end of the existing channel, in front of the city.

COLLECTOR SEEBERGER, Chicago, received a decision from the Treasury Department to-day that will doubtless prove interesting to all vessel owners. Several days ago Chicago vesselmen asked whether or not a vessel that had once belonged to a citizen of the United States and had been sold to an alien, could be bought back by a citizen of the United States and be documented as belonging to this country. The question was submitted to the commissioner of navigation, who replied in the negative.

At the recent meeting of the Lake Carriers Association Captain Millen suggested that the association use its influence to induce the government to maintain a lightship at Grosse point, Detroit river, to take the place of one now kept by private means. The suggestion will be carried out.

G. F. Sheldon & Son have refitted and opened their meat market at Ashtabula Harbor, with a choice lot of meats for the marine trade. They will constantly keep on hand the best quality of meat.

Burrill & Williams, Ashtabula Harbor dealers in fresh and salt meats, have, since the fire, refitted a new market in first-class shape, and are better situated than ever, and would like to see all their old friends and manynew. Next to C. Large's news depot.

IT is currently reported that some heavy sales of Lake Superior ores have been recently made that will make it necessary to increase the number of miners to get out the extra amount of ore.

IT will be seen by our advertising columns that D. S. Austin & Co. continue the ship chandlery and sail making business a their old location, foot of Washington street Buffalo, N. Y.

APPOINTMENTS.

The Clayton Independent prints the following appointments among the sailor men of Alexandria Bay for the coming season: Steamer D. C. Whitney, Peter July, jr., captain; John M. Phillips, engineer; steamer Ruth, Louis Darian, captain; E. A. Barker, engineer; steamer Ione, Henry Darian, captain; John Carter, engineer; steamer Island Chief, Edward Keeler, captain; Albert Houghton, engineer and purser; steamer Jessie N., John Hoadley, captain; steamer Island Wanderer, E. W. Visgar, captain; steamer R. P. Flower, H. W. Visgar, captain; steamer Minnie, W. H. Prescott, captain; steamer Sport, H. T. Wescott, captain; steamer Spry, John Dingman, captain; Geo. Wilder, engineer; steamer Lucile, David Wagoner, captain; steamer Una, Chas. Livingston, captain.

The following Clayton engineers have secured positions for the coming season: Olivia, Ed Bradway; Minnie M., Thomas Rees; Escanaba, A. R. Brooker; Annie Laurie, Walter Allen; Juniata, Charles Graves; propeller Boston, John Neville; Sirius, Lewis Kenyon; Magic, Edward Marshall.

[*Around the Lakes Continued from 1st Page.*]

Captain Wm. Johnson has changed the name of the schooner A. J. Corell, which he purchased last fall. She will hereafter be known as the Vega.

The life saving station will be opened up April 1st, with Captain St. Peter, in command of as efficient a crew as in the past.

The grain fleet which will sail from Chicago at the opening of navigation will be the largest that ever left this port, which means that it will be the largest that ever sailed from any port in the world. At present there are thirty-seven steamers and sixty-four schooners loaded with grain. Their cargoes aggregate 5,065,000 bushels, and the probabilities are that this amount will be swelled to six million by the time the Straits are free of ice. This is about double the quantity of grain shipped from Chicago at the opening of navigation.

The following vessels have been chartered for grain at this port since your last report made up to the 23 inst.:

To Buffalo—
Propeller Business, 54,000 bush corn, at 3c.
Propeller Syracuse, 50,000 bush wheat at 3½c.
Propeller Buffalo, 50,000 bush wheat, at 3½c.
Propeller W. H. Barnum, 48,000 bush corn at 3¼c.
Propeller H. S. Pickands, 50,000 bush wheat at 3½.
Propeller Fred Mercur, 55,000 bush wheat at 3½c.
Propeller Clyde, 66,000 bush wheat at 3¼c.
Propeller H. E. Packer, 55.000 bush wheat at 3½c.
Propeller R A. Packer, 50,000 bush corn at 3¼c.
Propeller Cuba, 56,000 bush wheat at 3½c.
Propeller Raleigh, 52,000 bxsh wheat at 3½c.
Schr Donaldson 30,000 bush wheat at 3½c.
Schr Lucerne, 52,000 bush wheat at 3½c.
Schr Northwest, 61,000 bush corn at 3¼c.
Schr S. P. Ely, 43,000 bush wheat at 3½c
Schr F. A. Georger, 5[illegible],000 bush flaxseed at 3c.
Schr M E Tremble, 48,000 bush wheat at 3½c.
Schr H. W. Sage, 52,000 bush wheat at 3½c.
Schr C. O D., 20,000 bush wheat at 3½c.
To Oswego—
Schr Halsted, 36,000 bush corn at 6c.

At the Chicago Drydock Company's, the schooners Milwaukee Belle and Truman are in dock for a general overhauling; the steamer A. Booth was in and received a general overhauling, calking and painting; the tug Maxwell was in for a general overhauling and calking; the tug Anderson for the same, the propeller Minnie M. was in for a new ironing; the schooner City of Green Bay got some new rails and a general overhauling; the schooner Ostrich some new rails and stanchions; the schooner William Jones a new stern and overhauling; the schooner Resumption a new gaff and her center-board calked; the tug Black Ball received a general overhauling; the scow Hellen some new plank in her bow; the schooner George some calking; the schooner Golden Fleece new ports; the schooner Ellen Spry a general overhauling; the schooner Erastus Corning new ceiling; the tug A. A. Carpenter a general overhauling; the schooner John B. Wilbur new apron and tow posts; the schooner H. C. Badger is at the derrick getting new fore and main masts; the schooner A. P. Nichols was in dock and received a rebuild; the scow South had a leak stopped; the steambarge City of New York received a new shoe; the propeller Coffinberry will go into dock for a general overhauling; she is getting new railing; the schooner Newcomb is getting new ceiling.

WILLIAMS.

TOLEDO.

Special to the Marine Record.

Propeller Lowell, with four barges, arrived here from Marine City, to load coal for river ports. The Lowell got aground yesterday in Maumee Bay and stayed there until tug released her.

Barge S. A. Irish is at the O. C. dock, loading coal for Maumee City.

Tug Wells arrived last night from Marine City after a pile driver.

Schooner R. Hallaran is at Wabash elevator No. 5, loading 48,000 bushels of wheat for Buffalo, rate said to be 2c.

Propeller Morley, of the Wabash Lake line, is reported sold to Elk Rupids parties; consideration said to be $30,000.

J.

DETROIT.

Special to the Marine Record.

March 30.—Within the past few days there has been a partial resumption of navigation in this immediate locality, extending southward to Cleveland, as March 15 was the date of the departure of the steamer City of Detroit for that port, which did not occur in 1884 until April 3, and in 1885 April 17.

The steamer City of New Baltimore arrived here on Saturday last, April 27, from Marine City, but found the passage a difficult one through Lake St. Clair on account of the ice. On the same date the propeller City of Concord passed up from Toledo, arriving at Port Huron on the same day. The thoroughfare is now entirely free and unobstructed. This route opened up in 1884 April 10, and in 1885 April 17.

The steamer Atlantic left here for shore landings on Saturday last, March 27, but up to yesterday, 3 p. m., had reached no farther than Lexington, where ice was found too formidable to pass through.

Much ice has been passing through the Detroit river, caused by the breaking up of Lake St. Clair.

The steambarge A. Folsom arrived here yesterday from Bay City, and before leaving will have her engine compounded by S. F. Hodge & Co.

The steamer Idlewild, Captain D. McLachlan, left this afternoon on her first trip to Port Huron, and will continue on and after this date. She is in fine trim and appears as gay as ever.

The steamer M D. Ward, to be commanded this season by Captain P Kenyon, is receiving a fresh coat of paint, and as there will be four steamers on the Detroit & Port Huron route, lively times may be expected.

The new steamer Darius Cole is finishing up painting and furnishing to start out in the course of a few days.

The steambarge M. Licken, with barges in tow, all lumber laden from Bay City, will doubtless reach here to-day, as she was reported yesterday surrounded by ice in Lake St. Clair.

The steamer City of Alpena, Captain Albert Stewart, is announced to leave here for Mackinac and way ports next Thursday evening, on her first voyage, and the opinion is quite prevalent that she will be successful in reaching that point.

The Ward is ready to leave to morrow morning on her first trip to Port Huron.

The reports which reach here from Mackinac are of a very uncertain sound. It has been repeatedly asserted of late, through dispatches, that the ice was broken up and had left the shore, and an early opening was fully assured.

Notice has been received at the office of the lighthouse inspector, Captain Davis, that the lighthouse board has finally adopted plans for the establishment of range lights in St. Mary's river, opposite Point aux Pins, Ont., and Round island, Mich. Plans have also been accepted for the pierhead light at Two Rivers. The new Pipe island light will be of the fifth order and located to range with Frying Pan shoals light.

The following steamers and masters of Ward's Lake Superior line are, the Northerner, Captain Shephard; Osceola, Captain W. H. Campan; S. F. Hodge, Captain Tyler Morley; Toledo, Captain McKinnon.

The new steamer, in process of construction at Bay City, will be named the W. H Stevens.

Charters at Detroit have been effected as follows: Schooner John Magee, wheat to Ogdensburg, 6½c; schooner O. M. Bond, wheat to Oswego, 6c; schooner Senator, wheat to Buffalo, 3c; barge Middlesex, wheat to Buffalo, 2¼c; propeller John Pridgeon, Jr., wheat to Buffalo, 2¼c; schooner Mary Copley, wheat to Ogdensburg, 5½c; steamer Chauncey Hurlbut, wheat to Buffalo, 2¼c; schooner Montana, wheat to Buffalo, 2½c; steamer Iron Duke and consort Iron Cliff, wheat to Buffalo, 2¼c; schooner Sea Gull, wheat to Ogdensburg, 5½c.

The steambarge George H. Marsh, which was recently sold, is being converted into a passenger boat. Captain Humphrey, her former owner, has purchased the steambarge Sakie Shephard for $6,500, and the schooner Seaman will be her consort in the lumber and other business as may be most profitable.

A passenger on the ferry steamer Victoria, a few nights since, having an over supply of benzine, jumped overboard on the Detroit side of the river and was drowned. As shown by letters afterward, he was in dead earnest in discarding earthly troubles. His name was Emil Zernotzky. He left a small family. The body was recovered by Harbor Master O'Neil.

Nothing of special interest is going on in admiralty court at present. Judge Brown is confined to the house with temporary illness, but will soon be on deck again.

The tragedy in the shooting, fatally, at Port Huron, of Captain Duncan McCaig, on Thursday last, filled his many acquaintances here with sadness. During the past few years he had commanded various steambarges, and was energetic in that position. Some three years since he sailed the steambarge Henry Howard, and while at Detroit was fined for blowing the whistle in port. Soon afterward, by way of revenge, on entering the Detroit river from Lake St. Clair, he started that whistle, blowing it continuously until reaching below Sandwich.

Captain H. G. Blanchard, of Detroit, the owner of steam craft and vessels, has quite recently discovered through the Custom House officials, that he cannot bring sand to this port without the payment of duties if dug up on the Canadian side of the channel, which sometimes might occur through a mistake of the dividing side of the line. The point, to say the least, is rather a narrow one, but Uncle Sam is sometimes very particular in small matters.

Captain Alex Ruell's tug J. L. Miner is having a new wheel at this port. The former one was broken a few days since while in the ice.

Peterson & Peterson are constructing a fifty foot schooner yacht for Otto Phillips, also a thirty foot steam yacht for Mr. Allick, of Dayton, Ohio, and several pleasure boats for parties in the interior of the state.

The steamer Alaska, of the Detroit & Sandusky route is being prepared for the resumption of business, and in about ten days will be ready for business. Her appointments were announced in a letter some days since.

Mr. H. D. Coffinberry, president of the Globe Shipbuilding Company, Cleveland, is spending a few days in this city.

A private dispatch from Cheboygan says that the ice is very heavy around Mackinac Island and that it will be several days before a boat will be able to effect a landing.

Ice permitting, the Detroit & Cleveland Steam Navigation Company's steamer City of Alpena will leave for Mackinac and way ports at 10 o'clock Thursday evening from the foot of Wayne street.

Samuel F. Hodge & Company are compounding the machinery of propellers Garden City, Porter Chamberlain, Forbes, Prentiss, Tempest, Ogemaw, and Folsom. The above firm will also build the machinery for the new boat under construction at Bay City. The engine will be compound, 26 and 44 by 40. HALL.

PORT HURON.

The steambarge Burlington arrived here from Cleveland on Saturday.

The steamer City of New Baltimore arrived up from St. Clair on Tuesday, and went into Dunford & Alverson's dock for repairs.

The tug River Queen which sank at her moorings during the winter, has been raised and pumped out, and will be repaired at once.

The name of the steamer Northwest, which will run between Detroit and Port Huron this season, will be changed to the Grayhound.

The tug Kittie Haight is now owned by D. N. Runnels, Gaptain John Cornwall, and Haas Maines. Captain Cornwell will pull the bells.

Captain F. I. Merryman is getting his wrecking machinery in order, and will leave for Charity Islands, where he will raise the propeller Oconto, as soon as the weather permits.

The steamer Ontario was towed across from Sarnia to the Wolverine drydock last Wednesday, by the ferry Beard. She will be placed in the dock to have her arches fastened and other repairs made.

At Owen Sound, this summer, a new boat will be built for the Canadian Pacific R. R. Co., by Henry Beaty, of Sarnia. The machinery of the ill-fated Algoma has been purchased, and will be used in the new boat.

The steamer Siberia took on a cargo of 60,000 bushels of grain from the Northwestern elevator on Tuesday. This is the first vessel loaded at that elevator.

The steamer Pickup's name has been changed to Luciller, by her new owners.

The steamer Mary broke a bucket in her wheel four miles below Marine City, on Thursday night. She was put into the drydock of Dunford & Alverson on Saturday morning, and will be on the route again Monday morning.—*Commercial.*

FRANKFORT.

Special to the Marine Record

Tug Jessie Slyfield went into commission March 26.

Tugs D. P. Hull and Alice Campbell are being repainted and engines and boilers overhauled. Captain John Penfield will command the Hall, and Captain Fred Watson the Campbell. The ferry tug Cynthia, Captain George Waters, has steam up and ready for business, awaiting the breakup of the ice in the harbor.

Work on the Frankfort life saving station will commence April 1st. The material will be shipped from Chicago.

The station at Point Betsy will be opened and patrol duty resumed about April 5th. Captain Thomas E. Matthews will be keeper and the same crew will serve that composed the crew last season.

The fish tugs Hannah Sullivan, Swee Brothers, L. G. Rawson and John Smith set their nets north of the Manistee islands. They report no ice to be seen except small patches drifted in the bays.

The first sail, a three masted vessel, was seen on Lake Michigan, about fourteen miles south of here. An early bird.

The steamer Gordon, of Port Huron, will, as rumor has it, run between this port and Charlevoix this season.

BURMEISTER.

CLAYTON.

Special to the Marine Record.

The steam yacht Lotus, owned by Mr. Averel, of Ogdensburg, has been sold to a party there, and will be used as a passenger and excursion boat. She was built by Mr. John Oades, of Detroit, and is of fine model and fast.

Captain William Rusho will command the schooner M. F. Merrick this season.

Captain Thomas Rusho will command the schooner Belle Mitchell again this season, and will make some repairs this spring.

Captain Ben Calhoun will sail the schooner Montana, of Detroit.

Captain Peter July, Jr., of Alexandria Bay, will command the steambarge D. C. Whitney; engineer, John M. Phillips.

Edward Bradway, second engineer of the tug Proctor last year, goes in steam yacht Olive.

Thomas Rees, chief engineer and Abram Graves, second engineer, go in the Minnie M., of Chicago.

A. R. Brooker, chief engineer of steambarge Escanaba; Walter Allen, chief engineer steamer Anna Laura, of Cape Vincent; Charles Graves, steamer Juniata; John Neville, propeller Boston; Lewis Kenyon, steam yacht Sirius; Ed. Marshall, steamer Magic, Captain, John Bennett.

Captain Wm. Elliott will put the steamer Juniata in good trim.

Captain John Davis will command the steam yacht Siesta; Dan Farrell engineer.

Captain Thomas Collins & Son are putting the sailing yacht Vision in good shape, new center board box and new keelsons, and will come out as good as new.

Captain Sweet is making some repairs to steamer Thorn, and the steamer Maynard is out on the railway at Ogdensburgh for a general overhauling.

The steamers Prinee Arthur and Rothesay have been sold at Gananoque, Ont., and the Rothesay is to be kept on the river for excursions.

A party of capitalists of Rochester, N. Y., are trying to form a company and purchase two steamers to form an American line on the south shore of Lake Ontario and St. Lawrence river from Rochester to Montreal, for the American travel.

The ice at this point is getting weak, and there is an open space at the head of Governor's Island. The mail carrier, Rattrey, of Grindstone island, came across with a boat on Saturday, and reports the ice very thin. A few days warm south wind and sun will open up the river. Vessel and steamboat men are packing their trunks and expecting orders from headquarters to start for their respective steamers.

Enos Consul will command the schooner Cornelia instead of Delos Hollenbeck this year.

Chester Rees goes fireman on the steambarge Baldwin this season.

The first vessel afloat for 1886 is the schooner Speedwell, of Toronto, with grain to Oswego last week. Other vessels are loading at Toronto with grain for Oswego.

B.

LUDINGTON.

Special to Marine Record

Steamtug Brockway, of Ward's fleet, is getting ready for business. She did not turn a wheel last season.

The Marshall F. Butters is almost ready, as are also the tugs Aldrich and Sport.

Steamer J. D. Dunn is running regularly between Pentwater and Ludington.

Steamer F. & P. M. No. 2, arrived this morning with a full load of flour.

I see the Detroit corrospondent says there has been little or no winter navigation on Lake Michigan the past winter, aside from the Milwaukee and Grand Haven boats. Let me correct the gentleman. The Flint & Pere Marquette railroad run three steamers part of the winter, and the Goodrich Transportation Company two steamers all winter. In the month of December No. 2 crossed the lake twenty-six times, with full loads each way, in January twenty-two times, in February the same, and in March twenty-six times to date.

There are at present five hundred cars at Milwaukee awaiting shipment via F. & P. M. steamers.

There is no ice in this vicinity. Pere Marquette lake is almost clear. J. D.

ERIE.

Captain Wm. Clarke has been reappointed keeper of the Erie life saving station, with a crew consisting of A. James, E. Downing, John Twohig, John George, Thomas H. Eddy, M. Bowman and Ezra Rabe.

The schooners Polynesia and Hope are chartered to carry coal to Chicago on p t. The opening rates here will be 65 cents to Chicago and 60 cents to Milwaukee.

The Anchor Line fleet here—propellers Winslow, Conestoga, Wissahickon, and schooner Sherwood and tug Erie—are being fitted out for an early start.

MANISTEE.

Special to the Marine Record.

There was a very heavy rain fall here Saturday night, and on Sunday and Monday a severe blizzard from the north and northwest, accompanied by snow which made it look as though winter were coming again.

The steambarge C. Reitz is expected at this port this week to load salt for Chicago.

Captain J. J. Olsen is here from Manitowoc, fitting out the schooner Isol de Bock.

Messrs. Wheeler & Johnson, machinists, have supplied the tug Charles Williams, of the Canfield tug line, with a Blake independent air pump and condenser, steam cylinder 10 inches, air cylinder 14 inches, stroke 18 inches, which will convert her high pressure engine into a low pressure, and save her 25 per cent or more of fuel, which will be of great benefit to this already splendid tug on a long and heavy pull which she will be apt to meet with on her wrecking expeditions.

The steambarge Maggie Marshall has also been supplied with one of the above; steam cylinder 8 inches, air cylinder 12 inches, stroke 12 inches. Last season the steambarge Jas. H. Shrigley was supplied with one of them, steam cylinder 10 inches, air cylinder 16 inches, stroke 18 inches, and it is claimed that her saving in fuel amounted to 33 per cent. WILLIAMS.

MT. CLEMENS.

Special to the Marine Record.

The Clinton river is free of ice once more, without causing a freshet.

Captains John Tucker and Joseph Lonsbay, the owners of the steambarge Ida Burton, have made sale of her to Alsteen & Dome, of Detroit; consideration, $1,800 cash. She is to be employed in the sand and gravel trade.

Captain John Tucker has purchased one-third of the passenger steamer Ida from Mr. Israel Viegar, of Detroit; price not known. They will cut her cabin down and convert her into a steambarge. Captain John Tucker will command her. Captain Albert Tucker, her late master, will, probably, stop on shore this season. L.

ASHTABULA HARBOR.

Special to the Marine Record

Kuckle, Pool & Company are selling off their stock of lumber, and offering their buildings and machinery for sale.

Mr. P. H. Cheney is making extensive improvements, preparatory to the opening of navigation.

The work of putting up new buildings where the fire was has been commenced. Mr. Mike Cahill's building is about completed.

A few necessary repairs have been made on the schooners Verona and L. Hanna.

S.

SOUTH HAVEN.

Navigation has opened up at this port. The schooner Thomas C. Wilson and Len Higby cleared bound north. The propeller Mary Groh is fitting out, and a number of schooners will leave in a few days. The icebergs are nearly all gone from the beach.

MUSKEGON.

The ice at the head of Muskegon Lake has commenced to break up. Open water is visible for quite a distance down from the mouth of the river. Fires were started under the boilers of a number of the Boom Company's tugs. The vessels in winter quarters here are preparing for the speedy opening of navigation.

The ice in Buffalo river is rotten and wasted. A channel is open from the Sternberg elevator to the shipyards. Two or three more days of soft weather would probably move all the ice out of the river. On the lake the ice is still solid, but it is only a foot thick and none of it piled up.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record.

CHAPTER LXIII.

Early in the season of 1863 the brig J. G. Deshler took on a part of a cargo of copper at the Bruce mines for Liverpool, and on returning took a few staves at Detroit, and left the latter port for her ocean voyage May 27, in command of Captain R. Stringleman. On her return she arrived at Detroit October 14, having been sold during her absence in Liverpool to Cunningham, Shaw & Company, and her name changed to Cressington. She brought back salt and pig iron. She loaded at Detroit with staves, and again sailed for Liverpool, in command of Captain John Jennings, and on reaching salt water was never afterward heard from.

The bark Western Metropolis, formerly the mammoth steamer of that name, passed Detroit on her first trip from Chicago, with 73,000 bushels of oats and 1,000 barrels of pork, the largest cargo which up to that period had ever passed through the rivers. She was commanded by Captain Charles P. Morey, now deceased.

Of the lake and ocean vessels the bark Ravenna, Captain Malotte, made two voyages to Liverpool during the season of 1863. Her first departure from Detroit was on June 2, freighted with copper and staves. She arrived back at Detroit September 14 with salt, and sailed oceaward again, four days later, loaded with staves. The experiment was unprecedented.

The tolls through the Welland canal during the season of 1863 were, on steam and sail vessels, 2½c per ton.

During the winter of 1863 the experiment was tried of extending a new lease of life to an old hulk which, in years gone by, had served well her time on Lake Ontario and was known from an ancient period as the City of Toronto. Some two years previous she was bought by a Detroit individual and the condemned hulk towed to Detroit. The condition of her hull was examined into by Captain J. M. Jones, shipbuilder at that port, who pronounced her floor timbers in sound condition and the work of reconstruction was accordingly proceeded with, and in brief time she was launched, christened the Racine, with Ransom Gardner as owner and Captain Wm. Wylde as master. She was then taken to Lake Michigan to ply across that thoroughfare. Subsequently she was sold to Canadian parties, taken to Georgian Bay, and (renamed the Algoma), where she served until condemned. Such in brief is a history of one of the old timers.

One of the finest tugs which graced the lakes and rivers in 1863 was the Mary Grandy, built at Cleveland for the Winslows, by Ira Lafrinier, and measured 325 tons. After a brief service in fresh waters she was sold to the United States government and taken to New York and there renamed the Balize. While here she was commanded by Captain Joe Kimball, now a resident of Oswego, and was in the tobacco trade. The war over she returned to the lakes, and is now one of Murphy Brothers' line at Detroit.

On July 14, 1863, the tug Kate Williams, Captain George King, towed from Detroit to Lake Erie, ten loaded vessels, which was the largest tow ever taken from the river to the lake, before or since.

The steamer Arrow, formerly a favorite and well known boat, plying to and from Detroit, was condemned at Green Bay, having been previously sold to parties at that place. She had been fifteen years in service.

The following craft passed out of existence in 1863:

Steamer Zimmerman, burned at Niagara and two lives lost, $30,000.

Steamer Sunbeam, foundered in Lake Superior, with loss of twenty-one lives, $40,000.

Steamer Fox, burned at Newport, St. Clair river, $4 000.

Propeller Vermont, sunk by propeller Marquette, Lake Erie, $50,000.

Propeller Water Witch, foundered in Lake Huron, and twenty-eight lives lost, $50,000.

Tug Phœnix, burned on Lake Ontario, $4,000.

Tug St. Mary, burned at Grand Haven, Lake Michigan, $2,500.

Bark Success, foundered in Lake Michigan and ten lives lost, $31,000.

Bark B. S. Shephard, wrecked at Point au Pellee, $30,000.

Bark E. S. Adams, sunk by bark Constitution, Lake Erie, one life lost, $45,000.

Bark Colorado, wrecked on Racine Point, Lake Michigan, $30,000.

Bark Torrent, sunk off Port Stanley, $25,000.

Bark Adriatic, sunk by bark Two Fannies, Lake Huron. $45,000.

Schooner Farmer, lost on Lake Michigan, $2,000.

Schooner Lady Jane, wrecked on Big Point Sauble, Lake Michigan, $8,000.

Schooner Matt Root, lost on Lake Michigan, $25,000.

Schooner W. H. Stevens, lost on Lake Huron, $24,000.

Schooner Sarah E. Hudson, sunk by propeller Eclipse, Lake Erie, one life lost, $35,000.

Schooner Cairo, lost on Lake Michigan, $15,000.

Schooner Dan Slauson, wrecked on Pilot Island, $25,000.

Schooner Crevola, wrecked at Port Bruce, Lake Erie, $20,000.

Schooner Kate Norton, foundered in Lake Erie, and eight lives lost, $20,000.

Schooner Major Anderson, lost in Lake Michigan,, $25,000.

Schooner Eliza Wilson, wrecked near Toronto, $4,000.

Schooner Return, wrecked on Long Point, Lake Erie, $27.000.

Schooner Gulielma, wrecked on Buffalo piers, $8,000.

Schooner Rebecca Foster, wrecked on Long Point, $4,000.

Schooner Henry Norton, wrecked on Pilot Island, $4,000.

Schooner George Davis, wrecked at Port Burwell, $10,000.

Schooner Arion, burned in Welland canal, $15,000.

Schooner Syracuse, sunk off Forty Mile Point, $12,000.

Schooner Frank Stewart, wrecked at Oswego, $8,000.

Schooner Bay Quinte, wrecked on Lake Ontario, $9,000.

Schooner Annie C. Raynor, wrecked in Lake Huron, $14,000.

Sloop Messenger, wrecked on Bar Point, Lake Erie, $6,000.

Schooner Alliance, wrecked at Oswego, $14,000.

Scow Granger, wrecked at Sandusky, $4,000.

Barge Queen City, wrecked off Point Barques, $4,000.

Barge Sultana, lost on Lake Huron, $11,000.

Total losses on hull and cargo, $2,600,517; number of lives lost, 123; whole number of disasters, 310.

Following is a list of the names of masters who died during the year 1863:

Captain Roberts, of the schooner Falcon, died suddenly at Milwaukee.

Captain Luther Tilton, a lake veteran, at Brant, N. Y., aged 59 years.

Captain George Kline died on board the schooner S. J. Andrews in Lake Michigan.

Captain Isaac S. Dill, of schooner Philena Mills, died at Buffalo.

Captain Ezra Ozier was killed by an explosion of the tug Crawford at Chicago.

Captain Nelson, of the schooner North Star, died suddenly at Detroit.

Captain Ellis fell overboard from the scow Lone Star at Port Clinton.

Captain Alex Kline, of the schooner Ben Flint, was killed by a tug explosion at Fremont.

Captain F. Caulson was drowned from schooner Helen Kent near Chicago.

Captain Sam King was drowned from the schooner Peach near Chicago.

Captain Peter Bark died at Evans, N. Y., aged 67 years.

Captain Wm. Dougall was lost with the steamer Sun beam on Lake Superior.

Captain Wm. Aiken was drowned from scow Foam in Lake St. Clair.

Captain E. W. Hardison died suddenly on board the steamer Canadian, at Bay City.

Captain John Ratteray was drowned from the steamer Cleveland in Lake Superior.

Captain S. Johnson was drowned from the schooner Palmetto in Lake St. Clair.

Captain George H. Ryder and twenty-seven others, lost with the prspeller Water Witch on Lake Huron.

The whole number of vessels employed on the lakes during the navigation of 1863 may be classified as follows: Side wheel steamers 135, propellers and tugs 258, barks 195, brigs 80, schooners 1040, sloops and barges 62, total 1770.

The propeller Detroit, after eighteen years, was condemned and dismantled at Detroit.

The bark Northwest, Captain Atkin, was the last upward bound vessel of the season, passing Detroit December 1st. The propeller Potomac was the last downward craft of the season, passing Detroit December 14.

Freights closed dull in December, the highest offering being 10c on wheat from Chicago to Buffalo, and 9c on corn. Navigation closed December 19.

The tug Lion was condemned from further service at the close of the season after eight years.

But two steamers were plying out of Chicago on the west shore of Lake Michigan, the steamer Seabird, Captain Pabst, and the Comet, Captain Morgan, extending their trips to Two Rivers.

A requisition was made by the United States government at Chicago for four tugs to serve on the Mississippi river, and they were ordered instantly into the service. Those taken were the Little Giant, Dime, J.S. Rumsey and G. S. Sturgess, the price fixed upon three of them being $20,000, and on the fourth, the Little Giant, $2,000, to be delivered at St. Louis. This maneuver pretty effectually closed up the old tug office at that port, and retired from various departments of service numerous clerks and other hangers on, arousing no little dissatisfaction among the fraternity.

Seamen's wages during the fall were $2 per day.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, March 22, 1886.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the two weeks ended March · ,1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Tonnage. Net.	Home Port.
			SAIL VESSELS.			
135,872	.....	Sc.	Elvina E. Schoch,	24.73	23 49	Port Norris, N. J.
76,613	.....	Sc.	James P. Nieukirk,	25 96	14.66	Camden, N. J.
76,614	.....	Sl.	Jennie R.,	12 32	11.71	Bayport, N. Y.
140,819	.....	Sc.	Lillie B. Fernald,	82 48	78.36	Portland, Me.
140,820	.....	Sl.	Laura G.,	13.13	12.47	West Creek, N. J.
140 818	.....	Sl.	Louisa R.,	7.26	6 90	Sayville, N. Y.
91,824	.....	Sc.	Marion Mayne,	16.41	15 59	Port Norris, N. J.
91 825	.....	Sc.	Margaret Mather,	85 98	91.18	Gloucester, Mass
110.692	.....	Sl.	Rambler,	9.13	8.68	Astoria, Oreg
116,087	.....	Sc.	San Jose,	54.61	51.88	San Francisco, Cal.
116 088	K D G W	Sc.	Sarah E. Lee,	103 63	98.45	Gloucester, Mass
116.089	.....	Sl.	S. F. Burns,	17.73	16 85	Bayport, N. Y.
116,090	.....	Sc.	Sunlight,	26 57	25 24	Newport, N J
			STEAM VESSELS.			
126,340	K D G V	St. s.	Caroline Miller,	622.25	428 30	Baltimore, Md.
85.915	.....	St. s.	Grampus,	326 19	250.25	San Francisco, Cal.
95,872	.....	St. s.	Hercules,	102.48	56 65	Wilmington, N. C.
100,392	.....	St. s.	Imperial,	31 44	15.72	New York, N. Y.
96,612	.....	St. p.	John Gaston,	.....	.....	Memphis, Tenn.
91,826	.....	St. s.	Mikado,	12.52	6.47	Portland, Ore
91,843	.....	St. p.	Mystery,	97 93	72 57	New York, N. Y.
			UNRIGG'D VESSELS.			
34,150	.....	Scow.	C. J. Wynant, No. 8,	181.32	181.32	New York, N. Y.

JARVIS PATTEN, Commissioner of Navigation.

IMPROVING CANADIAN CANALS.

The following is the petition adopted and sent to the Minister of Railways and Canals, at a recent meeting of the Port Arthur Board of Trade:

To the Honorable, the Minister of Railways and Canals, for the Dominion of Canada:

The Petition of the Board of Trade of the Town of Port Arthur humbly showeth:

That the present Welland and St. Lawrence canal system only allow vessels to load to a depth of twelve feet through the Welland, and to nine feet through the St. Lawrence canals.

That the contemplated enlargement of the Welland canal will allow vessels to pass through it drawing fourteen feet of water.

That the proposed improvements to the Welland canal without a corresponding increase in the depth of the St. Lawrence canals will of themselves tend to the promotion and growth of the American lake marine to the detriment and loss of Canadian shipping, and will build up the trade of Oswego, Ogdensburg and other American ports on Lake Ontario and the St. Lawrence river by securing trade which naturally should belong to Montreal.

That the improvement of the St. Lawrence canals so that vessels would be enabled to pass through drawing fourteen feet of water, would have the effect of allowing cargoes of grain of equal tonnage to that now sent by the American routes to be shipped in the same bottoms from Port Arthur, Duluth and other points of shipment to tide water.

That the improvement in the said canals would promote the building of freight boats fully equal to the largest class of American lake vessels.

That the consequent increase in the capacity of these vessels would make a corresponding decrease in the cost of transporting the grain products of the Canadian Northwest to the seaboard.

That the decrease in the cost of transportation would increase the price obtained by the farmer for these products, and consequently largely benefit the population of the Canadian Northwest, as well as other sections of the Dominion;

That the increase in the shipping trade of Canada would stimulate the business of ship building to such an extent as would be beneficial to the general trade of the country.

That the shipment of grain from the Lake Superior port of Duluth, Minn., have been as follows during the last six seasons:

1880	1 453 674
1881	2,865.566
1882	3 235.598
1883	4 586 908
1884	11,888,497
1885	14 049.897

bushels respectively.

That the shipment from Port Arthur of the crop of 1884 from the Canadian Northwest were equal to those of Duluth in 1880, and that there is every prospect of as equally rapid an advancement in our development as there has been in the country tributary to Duluth.

That the improvement of our own water ways will tend to make Montreal the sea port for not only our own country, but largely to increase the carrying trade of Canada by drawing towards it the exports of the Western and Northwestern States from Chicago, Milwaukee and Duluth.

That during the fiscal year 1883 4 and 1884-5, there have been exported into Canada from the United States at this port, for local and Northwestern consumption, 211,757 tons of bituminous coal and 51,574 tons of anthracite coal or a total of 263,331 tons, of which less than 20 per cent has been brought here in Canadian vessels, the lake freight on the remaining 80 per cent going to swell the earnings of American vessels.

That this is owing to the size of the present Canadian vessels, which were nearly all built of the old Welland canal capacity and are too small to compete successfully for the trade.

That if the capacity of Canadian canals is not increased at an early date, so as to warrant the construction of Canadian vessels of largely increased tonnage, it is evident that a large proportion of the exports from our Northwest will reach tide water in American bottoms and at American ports;

Therefore, your petitioners would humbly pray.

That the Government of the Dominion of Canada may be pleased to proceed as speedily as possible with the deepening of the Welland canal and the necessary improvements to the St. Lawrence canals and river to make it possible for vessels drawing fourteen feet of water to take cargoes without transhipment from Port Arthur, the Lake Superior terminus of the Canadian Pacific Railway, to Montreal, the chief seaport of the Dominion.—*Port Huron Sentinel.*

THE NEW WASHBURN ELEVATOR.

It is with no inconsiderable satisfaction that we this week announce the final completion of the Chicago, St. Paul, Minneapolis & Omaha grain elevator, at this place. A detailed explanation of the house and machinery has been given in these columns from time to time during construction, but a brief recapitulation is not out of order at this time. Work was commenced September 1, 1885, and finished March 17, 1886, and the cost complete is $225,000. The house is 84x225 feet in size, 149 feet high, and contains one hundred storage bins each with a capacity of 6,500 bushels, and thirty smaller storage bins ranging from 800 to 3,000 bushels each. There are twelve shipping bins, each with a capacity of 3,500 bushels, and the entire house is capable of receiving and storing 900,000 bushels. Six cars may be unloaded at one time, at the average rate of two hundred and forty cars per day, and grain may be discharged from the house into two vessels at once, from twelve shipping spouts, six on each side of the house.

Power for running the entire machinery is furnished by one tandem compound, condensing engine of 700 horse-power, with cylinders 24x44 inches and 36 inch stroke. The engine was built by the Globe Iron Works, Cleveland, O. Steam is made by two boilers 6 feet in diameter and 19 feet long, manufactured of steel 65,000 pounds tensile strength. The fly wheel is 16 feet in diameter and weighs 24,000 pounds; main drive pulley 13 feet in diameter, weight, 22,000 pounds. The weight of entire machinery is over 100 tons. The engineers in charge of the work of setting the engine, etc., Messrs. O. N. Steel, Quincy Miller and D. W. Johnson, have done their work well.

As an evidence of the thoroughness with which the contractors on the elevator, Messrs. J. T. Moulton & Son, of Chicago, have done their work, we may state that the house, with a gross weight of over 8,000 tons, has settled less than ⅜ of an inch, and the chimney 150 feet high, weighing 750 tons, has also settled less than ½ inch since the work began.

The first lot of grain received into this elevator was 2,950 bushels of corn from Oakland and Lyons, Neb., which was unloaded last Saturday afternoon to test the machinery, but from this time on the house will be worked to its fullest capacity.

The heads of the various departments are as follows:

General Superintendent, J. M. Turner, formerly of Mankota, Minn. Previous to coming here Mr. Turner has had charge of all the elevators of F. H. Peavy & Company, on the line of the Omaha railway, some twenty-four in number.

Weighmaster, J. Albion Howe, formerly of New York Central grain elevator, New York City.

Engineer, C. E. Hale, formerly chief engineer of Brush Electric Light plant at Buffalo, N. Y.

Fireman, J. P. Harrington.

Carpenter, John Jinkinson.

F. H. Peavy & Co., of Minneapolis, who will operate this elevator are heavy dealers in grain and their having secured this house is a very plain demonstration of the fact that it is the intention to make Washburn the lake port of Minneapolis.—*Washburn Bee.*

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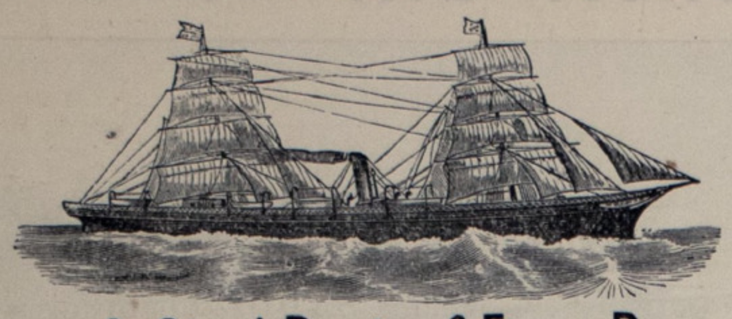

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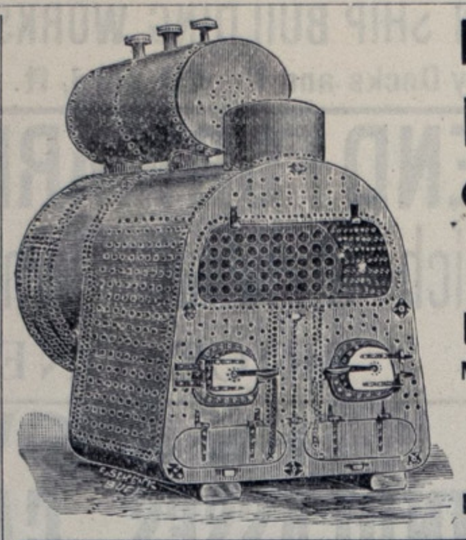

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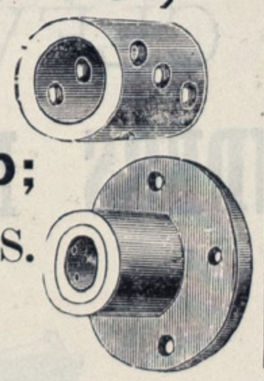

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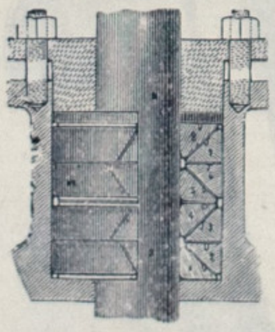

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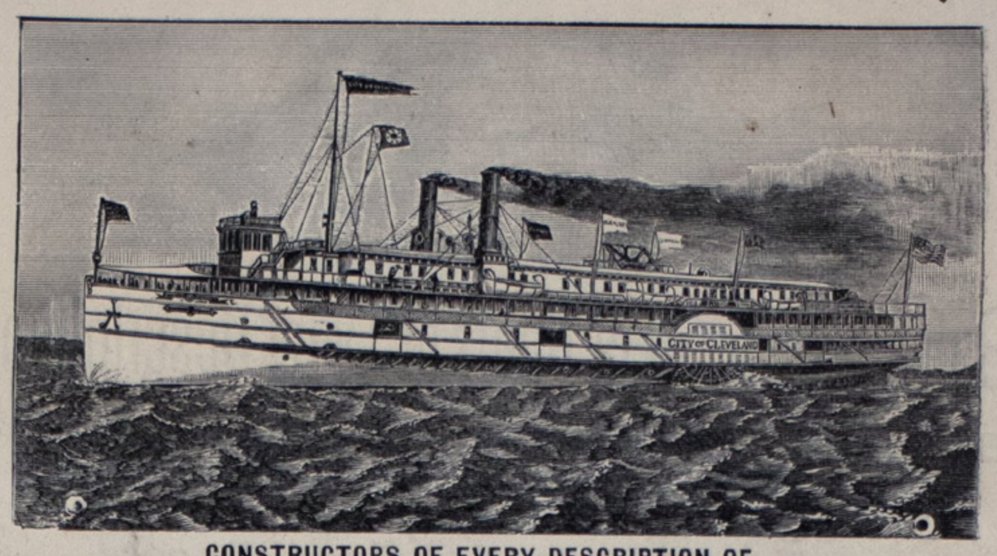

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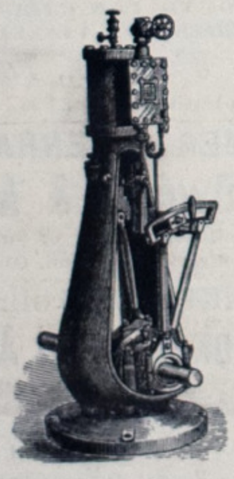
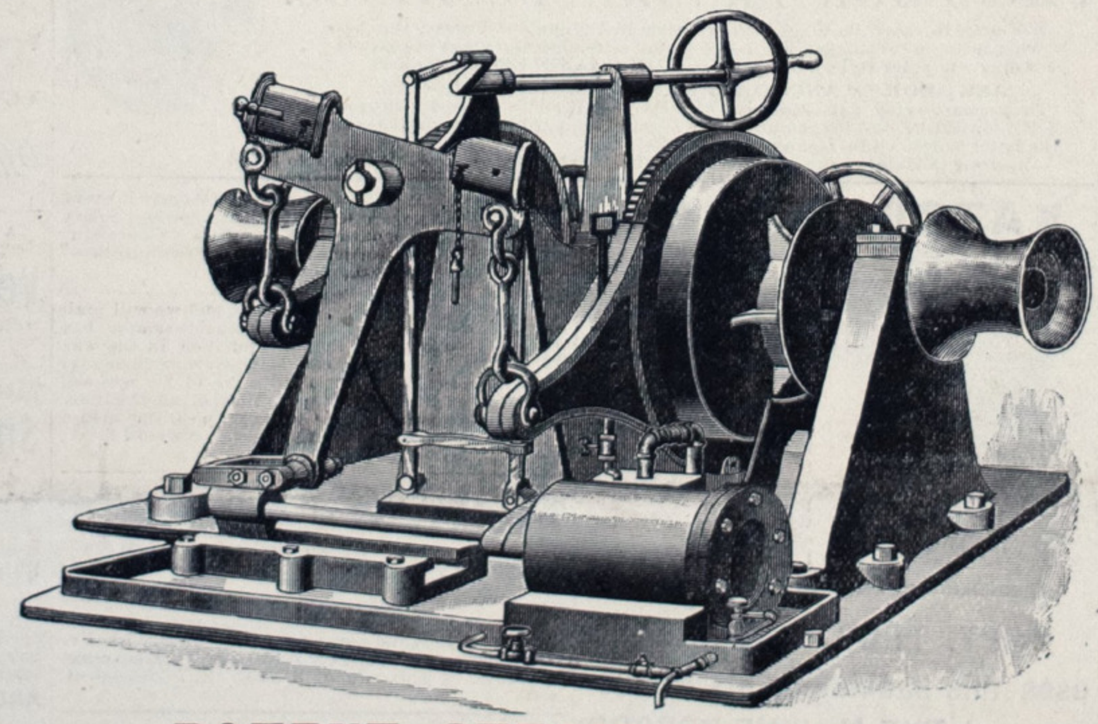
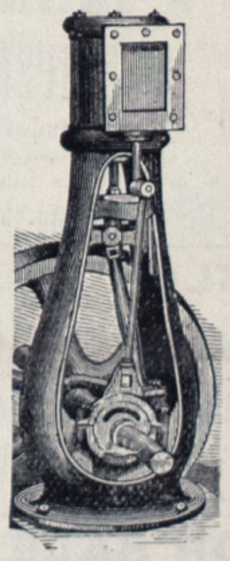




STATIONARY



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